



BUSINESS FOR SALE

OWNERS considering disposal of business fishing tackle business southern England. Whole fresh fish property includes house together with another property already let on lease providing additional income. Principals only. No time wasters. Price £20,000.00. Stock at valuation. Box No. 173.

Official and Classified ADVERTISEMENTS

(Continued from page 15)

ENGINES FOR SALE

Have you a foreign Engine or Gearbox
Do you experience difficulty in obtaining spares?
Don't lose fishing time—Contact us immediately.

"EUROPARTS" SEA-POWER LTD.,

Island Street, Salcombe, S. Devon.
Telephone: Salcombe 2986

ONE RS6 KELVIN
HUGHES ENGINE 160hp
Factory overhauled August 1975.
Complete with gearbox, propeller
and shaft. All enquiries to
Ivan Beardsley & Co. Ltd.
Telephone: Ayr 82892 or
Mr. L. Gibson, Dunure 249

GARDNER, Ford, BMC and other
marine engines, over 50 units now
rebuild, secondhand in stock.
100hp up to 200hp. Send for
price list. Boleyn Engineering,
Barton Mill, Nr Abingdon, Oxon.
Stockton 307.

NEW 12hp FARMYMAN
horizontal diesel engine, similar
Perkins 41 00M, 2.5 reduction
gearbox, noise control, cables,
electric start, alternator, instrument
panel, fuel pump etc., current list price
£1,250.00. New only £1,075.00.
Including VAT and delivery Liverpool.
despatched anywhere at cost, details
Travellers, Ramsey, Isle of Man.
Telephone 0124 814284, evenings
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FOR SALE:
Thermaxcraft RL6 - 160hp
marine diesel engine, 24v,
start, with R25 gearbox - 2:1
reduction, plus propeller and
various spares including
pistons, manifold etc.
£600.00 or sensible offer.
ALSO
E.E.C. 280 110v 800 rpm
D.C. generator with Ruston
2 V.B. diesel engine, F/W
coupled.
£350.00 or nearest offer.

Apply:
H.Q. Engineering Ltd.
Jackson Dock, Hertlepool
Telephone:
Hertlepool 5218

RECONDITIONED MARINE DIESEL ENGINES MAKE SENSE

GUARANTEED Engines at almost half the price of new
engines, 30-150hp.

OR build your own from high quality marineisation parts.

For details:

VIKING MARINE
INTERNATIONAL
PLAIN ROAD, FOLKSTONE, KENT.
Telephone: 57127. Telex: 963281.

BUSINESS OPPORTUNITIES

HARD WORKING business man,
mechanic, engineer, some sea-faring
experience, seeks partnership with very
experienced marine fisherman. Both
working on 31.50 tons, advertise in
private suitable vessel at own
expense, capital available up to £20,000.
Best first preference, but should con-
sider moving this No. 182.

SITUATIONS WANTED

DEVON AND CORNWALL
diver's all under water work, any dis-
tance. Telephone Woburny 812.

YOUNG MAN with a little experi-
ence, requires work, short
any type, inland fishing vessel,
fishery, 19 Grove Road, London,
E11 6JL.

SITUATIONS VACANT

OPPORTUNITY IN CANADA

Fish smoker and fillets
required for processing
plant in Toronto. Excellent
salary and job opportunity.
Write stating age, ex-
perience to:
BOX NO. 179
For an interview in
London during the first
week in May.

TRAWLER REFRIGERATION ENGINEER

A large company operating
modern trawlers in West African
waters is looking for a shore based
engineer who will be responsible
for the maintenance of vessel
refrigeration plant (R22, blast
freezers).
The appointment will initially be
for one year. Terms and con-
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Suitably qualified applicants
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CHIEF ENGINEERS - FREEZER TRAWLERS

Vacancies exist in our expanding fleet of 32 trawlers for qualified persons
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Preference will be given to those with OOT Certificates, must have diesel and
refrigeration experience. Assistance with migration and accommodation.

Please write to the
SUPERINTENDENT ENGINEER
SEA HARVEST CORPORATION PTY. LIMITED
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Head of Fisheries Research Laboratory Principal Scientific Officer £5514-£7205 (under review)

Applications are invited for a permanent post in the Department of Agriculture Fisheries Research Laboratory located at
The Cullis, Coleraine, Co. Londonderry. The Laboratory is
situated in an area where opportunities exist for research work
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The successful candidate will be in charge of the Laboratory.
His duties will involve supervision of staff and the planning and
management of fisheries investigations. The research
programme of the Laboratory involves studies on commercial,
marine and freshwater species, management procedures for
angling waters and on marine pollution.

Applicants should be over 30 years of age with a first or second
class honours degree in Zoology, Botany or Biology and have
experience of research work in fisheries. Post-graduate
academic qualifications in an appropriate research field,
preferably in relation to freshwater species, would be an ad-
vantage.

Commencing salary will be related to qualifications and ex-
perience.

Please write or telephone for an application form and further
details quoting reference 58 6776/FN to Civil Service Com-
mission, Rosepark House, Upper Newtownards Road, Belfast
BT4 3NR. Telephone Dundonald 4885 ext 3041. Completed
forms must be returned to arrive not later than 6th May 1978.

NORTHERN IRELAND CIVIL SERVICE

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4-20 man lifeboats, lifeboat hire
Co. 14 Chapel Road, Tipton, Essex
COB ORA. Telephone 815548.

DELIVERIES

EYLES MARINE SERVICE for
deliveries of all vessels up to 500 tons.
Telephone 0948-58 480.

FISH PROCESSING

Ask Food in Maitrose are ex-
panding their fish processing
and freezing activities.

We are looking for an experi-
enced person to take charge of
production. Applicants should
be capable of training fillet-
ers and controlling the whole activ-
ity of skinning, packing and
freezing.

This is a permanent position in a
growing Company, good salary
and pension. Please apply to the
General Manager
Ask Food (Angus) Ltd.
Crest Road,
Russett Island,
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WESMAR MARINE SYSTEMS DIVISION SEATTLE U.S.A.

REQUIRE SALES
REPRESENTATIVE to back up
their existing agencies. Can-
didates must be prepared to cover
U.K. and European fishing ports.
Excellent opportunity for a
young energetic person with
knowledge of the fishing in-
dustry, including new
developments in electronics, sonar,
radio plots etc.

Please write giving full details of
past and present employment to:
W. West, Wesmar, Scottish
Representative, 24 Highbury
Road, Edinburgh.

All applicants will be treated in the
strictest confidence.

OPPORTUNITIES

SARITA ARABIAN wishes to
start fishing enterprise in the
Red Sea seeking suitable crew and
boat. Valued opportunities, origin
fishery ground.
Please contact Sarah Arabi,
telephone: 0438 481 111,
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OFFICIAL NOTICE

SHELL Exploration and Production hereby notify
and advise fishermen, skippers and/or others en-
gaged in operating seagoing craft, of pipeline op-
erations presently in progress along a line ap-
proximately from Firths Voe in Shetlands. Brown and
Root Barge 316 will commence operations on 6th
April.

61 deg. 14 min. 49 sec. north, 01 deg. 31 min. 20
sec. east on a heading of 233 degrees.

Anchors with buoys set at 5000 ft. around barge. All
vessels requested to give maximum clearance.

ENGINES WANTED

WANTED GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES

Required with or without
stern gear.

Interested in offers of all
other makes and types.
Top cash prices paid.
Immediate collection and
payment.

R. E. Trem & Co. Ltd.,
Bewsey Road, Fillingley,
Near Concaster, Yorkshire
Tel. Concaster 770203
Telex: 647239

ENGINE required 200hp
preferably, fresh water cooled. Details
to telephone 0438 481 111 after
11 pm, Scarborough 782501 daytime.

WANTED Gardner, Kelvin, other
engines, marine or land, immediate
cash payments. Tel: 54 High Street,
Faversham, Kent. 2284.

BOAT BUILDERS
ELTON BOATBUILDING
CO.
CLINKER BOAT BUILDERS
161 to 301, Larch on Oak
Mohogany Oliphants, 141 to 161
Coastalway, Kirkcubright,
Scotland. Tel: 0567-30043.

CLINKER or carvel boats built in
wood, up to 24ft. Individual re-
quirements, built or completed. Also
GRP etc. 16 R. Plymouth pilot, Salt-
bush, 12, 13, 14, 15, 16, 17, 18, 19, 20,
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CLINKER or carvel boats built in
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Poole store urgent

AN URGENT decision on a future site for a "vital" fish merchants' store at Poole is wanted by Hampshire and Dorset fishermen.

A fear has been expressed that Poole's fishing industry could die if the store is not quickly re-built on a convenient site.

It was on Guy Fawkes night last year that Greenslades' shed, which handles most local landings, was severely damaged by fire. Southern Sea Fisheries District Committee was told in Bournemouth that a meeting to discuss new premises was being held with planning officials after Easter.

"It is essential that Greenslades' facilities, and in particular the refrigerated store, are reconstructed in time to cope with the spring landings," said Major A. J. Parker, chief fishery officer.

Council officials had proposed that the store should be resited in the fishermen's drying ground.

This is not acceptable as it would require the major part of the area, he told committee members.

Major Parker thought the ideal place is the disused gas-works site.

Poole council, in opposition to the Harbours Commissioners, proposed a luxury hotel and conference complex should be built there.

Planning permission had been refused by Dorset county council, but Poole council is appealing against this refusal.

"Strong financial considerations are involved," said Major Parker. "But the intrusion of a luxury hotel into a thriving commercial port area seems to be singularly inappropriate."

"It is hoped that the council will see the wisdom of switching support to the fishing industry, even though the financial rewards may be longer in arriving."

The question of Greenslades' future has also been discussed at a meeting of Poole's planning committee.

Ships in dock as owners HUNT FOR SACKED CREWMEN

TRAWLER owners at Grimsby are again having difficulty in recruiting crews only a few weeks after more than 100 fishermen lost their jobs when six distant water trawlers were laid up.

Last week Frank Robinson, chairman and managing director of middle water owners Sir Thomas Robinson & Son (Grimsby) Ltd, told Fishing News one of its three operational trawlers had been waiting for six deckhands since April 2. Other trawling interests at Grimsby have voiced similar experiences.

"There just aren't the men looking for jobs," a BUT runner explained. He added: "We are finding crewing quite a problem at the moment. The men seem to have disappeared."

The Department of Employment at Grimsby declined to comment on the situation, but its fish dock offices appeared to be doing fairly brisk business on one day last week. However,

several of the men Fishing News spoke to said they were only temporarily signed off between trips.

One fisherman, who declined to give his name, did admit he had no intentions of taking work as long as he could avoid it.

He told Fishing News he is married with three young children and had been out of a ship for "over a month. And you can take that to mean four weeks or four months, but I'm nearly £7 a week better off on the bun (drawing unemployment benefits) than I was fishing."

"You can't expect me to go back to sea when I can get this sort of money for doing nothing—and there's plenty more like me."

"Some men have left fishing and got shore jobs, I know, or gone on the rigs where the big money is. Fishing's a mug's game now."

Even good engineers are becoming scarce at Grimsby. Some trawler owners who have taken a chance with trawlers they would not normally consider for berths have, on occasion, regretted it.

One retired fisherman who spent 40 years at sea said he didn't blame the fishermen for turning to other occupations.

"There's no security for the average man; after all those years spent regularly working I shall get an extra pension of just 3d a week when I'm 65."

Only among the port's trawler officers are jobs keenly sought. Every trawler laid up or sold means two less jobs and competition is fierce.

Each man received a Royal Humane Society testimonial on vellum and, also, an inscribed gold watch as a gift from Hull Fishing Vessel Owners' Association.

Both men dived into the sea three miles off Flamborough Head on May 15 after hearing the shout "Man overboard". They swam between 150 and 200 yards their rescue bid.

Eventually they got the man into a lifeboat and aboard the ship, but he died despite efforts to revive him.

Mate Trevor Parsons (left) and sparehand Stephen Kilvington (right) rescuing their watches from Tom Boyd Jr., president of Hull Fishing Vessel Owners' Association.

They were rescued by the ship's crew, but the man died despite efforts to revive him.

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Rescue attempt awards

A BRAVE attempt by two crew members of the Hull-based side trawler Kingston Sapphire to save the life of a sparehand last year has been recognised.

Tom Boyd Jr., president of Hull Fishing Vessel Owners' Association, made presentations to mate, Trevor Parsons, and sparehand, Stephen Kilvington, at Hull last week.

Each man received a Royal Humane Society testimonial on vellum and, also, an inscribed gold watch as a gift from Hull Fishing Vessel Owners' Association.

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DUTCH BEAMER FIGHT GOES ON AT FLEETWOOD

SUGGESTIONS that Fleetwood inshoremen have accepted the Dutch beam trawlers' annual "invasion" sitting down have been dispelled by David Rainford, chairman of Fleetwood Inshore Fishermen's Association.

He said last week: "We have done everything to have them stopped. We have made protests through the firms which manage them without any success."

"We stopped them from using the port at the time of the blockade but, unfortunately, so as not to show any discrimination, we had to stop our own distant-water fleet."

"We tried to get their method of fishing banned, because it is a ruthless method that is completely against preservation."

"Unfortunately, the breeding grounds lay just outside our 12-mile limit which puts us in a hopeless position. This shows the importance of a wider limit line for the exclusive use of UK vessels."

"Nature has its own ways of preserving and the sole, when it is going to spawn, buries itself in the mud on the seabed. The conventional

trawl is dragged along the seabed so, therefore, does not catch the sole until after it has spawned and leaves the mud to swim on the seabed.

"The Dutch method churns the mud on the seabed to depths of three feet or more, causing the soles which are spawning and the baby fish to come out of the mud

and get caught. This method of fishing is lethal."

This comment came as even more Dutch vessels arrived at Fleetwood to work the Morecambe Bay grounds. They tranship their soles to Holland for sole hut, last week, around 70 kits of mixed fish was put on the local market.



Skipper Jens Sojan.



Skipper John Richardson.

GRIMSBY's top pair trawling team — Margrethe Bojen (Skipper Jens Sojan) and Frances Bojen (Skipper John Richardson) — smashed the port pair trawling record with a 10-day North Sea trip last week of 1,149 kits. The fish sold through the Tom Sleight (F.S.) Ltd. agency for £24,730. Apart from a few kits of haddock and cod, both vessels turned out cod, with the new Margrethe Bojen having the edge on £13,122 from 616 kits. Since the partnership was formed, the pair have amassed £45,141 from just 22 days at sea. The old record of £24,420, and stretching back nearly three years, was set up by Jens Bojen in Frances Bojen when he was paired with his brother Jorgen in Sonia Jane.

LIGHTS OUT AT WITHERNSEA

WITHERNSEA lighthouse, in operation since 1894, is to close on July 1, a Trinity House spokesman confirmed last week.

Bridlington lifeboat of 1900, which objected to the proposed closure, was told by a Trinity House spokesman: "Having regard to present day navigational requirements, Withersea lighthouse could be discontinued without affecting the service provided by Trinity House."

The spokesman added: "In 1978 the green light on the Canosa wreck buoy will be replaced by a white light which, we hope, will alleviate any fears expressed by the lifeboat authority."

Withernsea lighthouse was established at the end of the last century as an oil light and was converted to electricity 40 years ago.

Trinity House, which will continue to maintain the lighthouse as a landmark—it stands in the centre of the town on Hull Road—estimates that its closure should save about £10,000 a year.

It is felt that ships heading for the Humber are adequately served by Spurn Point lighthouse and the Humber light vessels.

The latest fish firm at Aberdeen to cease trading is G.F. Carnegie and Co., Commercial Quay, a firm which specialised in halibut and plaice—fish which are becoming somewhat scarce these days. The firm was started in the early part of the century by the late George Carnegie.

OBITUARY

WILLIAM Fletcher (62), a grenser on the Grimsby distant water trawler Boston Comanche, collapsed and died at sea off Iceland on April 7. Mr. Fletcher worked for a long while with the Boston Group. He was married with two children.

STRANGE WEED...

CONSIDERABLE quantities of Japanese seaweed have been seen floating in the Solent.

The Ministry of Agriculture, Fisheries and Food has asked fishermen to keep a vigilant watch, reporting any piece seen.

The weed grows at a tremendous rate and can strangle a harbour in a matter of days.

Sprats fade away

THE SPRATTING season at Grimsby is all but over. After very nearly the longest season ever, only the Tom Sleight (F.S.) Ltd. sprattling pair team of Clee (Skipper Melvin Cox) and Morin Norman (Skipper Des Cox) are still out.

Last week the pair landed 100 tons at Grimsby, including one haul of 40 tons taken off Hartlepool, when the weather relented enough

to allow them a three-day spell at sea.

All the Shields spratters have gone back to white fishing and Grimsby's last two single boat spratters, Glenda (Skipper Francols Winteln) and Arcana Champion (Skipper Elvind Sorensen), have called it a day too.

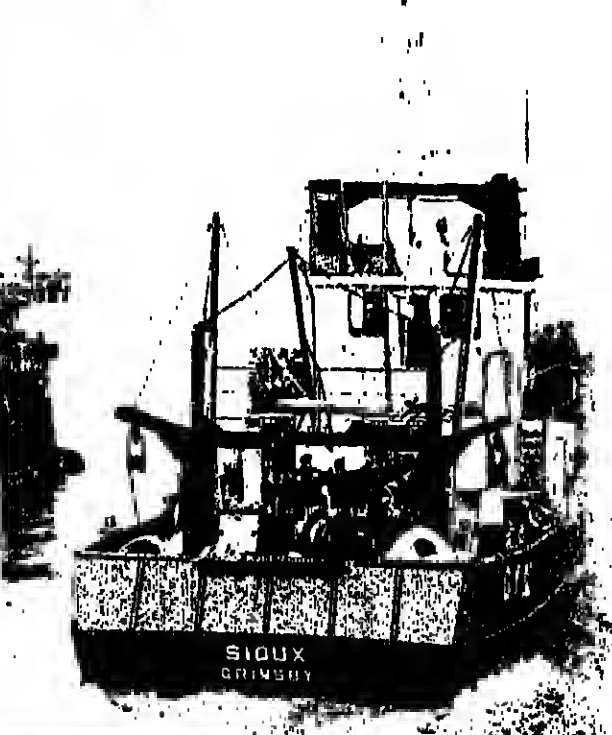
Glenda ended up unhappily on the silps last week at Grimsby with a broke tail shaft after something solid wedged into her nozzle, while

Arcana Champion has reverted to seining for the first time in years.

She was the only local vessel engaged in industrial fishing for sand sole from Grimsby last summer and Skipper Sorensen told Fishing News they would be seining this year because they can no longer make industrial fishing pay.

"We cannot afford it any longer, we are just running into debt," he said.

Sioux on trials



'SIOUX' STARTS SHOOTING

THE HULL Gates Shipping Co. of Grimsby has begun a new venture with its new 74ft. steel-hulled multi-purpose Sioux which started her career off at the weekend as a fly-shooter seiner.

Command of Sioux has shrewdly been given to Skipper John Oliveira-Lota, who has spent the last five years at North Shields with top skipper Cliff Ellis, both in Lindisfarne and in his new steel vessel Christine Nielsen. So he has great depth of experience with fly-shooting and industrial fishing on a large scale.

Skipper Oliveira-Lota went down to Grimsby last week and was at the helm when Sioux went on her sea and

fishing trials on April 8.

Speaking to Fishing News he said he was very pleased to have been offered the job and is looking forward to working Sioux.

He plans to adapt the same trip cycles as many of the North Shields vessels, working a 10-day stretch of sea followed by a long weekend in port.

Only on the flush after deck now there are no differences, as Sioux is fitted with seining sheaves and rollers. She is also fitted with the Beccas No. 2 hydraulic rope coiler feeding into the rope line at the forward end of the fishroom.

She carries 12 coils of 120 fathom 24 mm seine rope to catch herring and is equipped with four "G20" seine rails.

After some minor modifications and a naming ceremony by Mrs. Frances Heggie, wife of Sleight's marine superintendent, Steve, she set sail with a seven-man crew on her maiden voyage last Saturday afternoon.

Her first trip will be only five days, as she was due to have a minor additional component fitted yesterday (Thursday).

Withernsea lighthouse was established at the end of the last century as an oil light and was converted to electricity 40 years ago.

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COMMENT

Industry 'banker'

FOR A STILL developing Irish fishing industry can come up with a way of guaranteeing supplies. With the unpredictable nature of fish stocks, massive investment in shore-based plants is always a big risk. Ironically, on the west coast of Ireland the fish meal plant there, is

expanding production. It is a situation like this, which lends increasing weight to the argument for floating fish meal plants, able to move quickly and easily to the sources of supply. These have been tried successfully by some countries, especially where there are big seasonal fisheries, such as in Ireland.

Any efforts that the Irish make to keep the Salvesen plant open, could well pay off for the country's fishing economy in the future. With the unpredictable nature of fish stocks, massive investment in shore-based plants is always a big risk. Ironically, on the west coast of Ireland the fish meal plant there, is

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FN



A VIGOROUS expansion programme over the past three years has put the Kilbirnie, Ayrshire, firm of W. and J. Knox among the leading net makers in the UK.

Well known for many years as a manufacturer of all kinds of synthetic nets in sheet form, the firm set up a small net mounting department about a couple of years ago to make white fish and prawn trawls for the Scottish market.

In charge of the department is ex-skipper, Andrew McCrindle, a native of Maidens, Ayrshire. With his 56ft. boat *Silver Fern*, Skipper McCrindle has worked a number of fishing methods including ring netting, seine netting and trawling. So his practical experience is invaluable in understanding the ideas of fishermen and designing nets to suit their requirements.

Knox trawls have won particular favour on the Scottish west coast and are tailor-made to suit the horsepower of the boat and the needs of the skipper.

The Knox 90, which has wing meshes of 150mm and 320 meshes around its fishing circle, is popular.

One of the most recent 520a has been made as a white fish trawl for the Girvan boat *Mayflower* (Skipper Tom Shields) and has a shorter headline and wings to allow it to be towed faster.

The company has now taken a further step forward with the purchase of the net making interests of the Port Glasgow factory of the Gourrock Ropework Co. from Bridon Fibres and Plastics Ltd. This business has now been transferred to Kilbirnie. David McGeorge, manager

MERGER FORMS A POWERFUL NET GROUP

of net rigging at Gourrock for 25 years, remains with the business and is working side-by-side with ex-skipper McCrindle at Kilbirnie. His expertise in net making, together with Mr. McCrindle's 30 years' experience as a fisherman, will inject new impetus into net making at Kilbirnie.

The merger has also combined two of the four oldest registered companies in Scotland: Knox was founded in 1778 while Gourrock dates back to 1736.

The Boris Net Co. Ltd., with its factories at Fleetwood and Strichen, Aberdeenshire, has also had a long association with Knox.

All the well known Boris nylon mid-water herring and sprat trawls, which are used extensively in the Scottish fleet, are made from Knox netting and twine.

In 1975 a new 3,750 sq. ft. extension was opened at the Strichen factory, and white fish trawls and the herring and sprat trawls used by the

Scottish fleet are made there under the management of Bob Mathieson.

The enlarged net making venture at Kilbirnie will be a complementary activity to the work of Boris and will give the customer a wide choice between the Boris, Knox and Gourrock designs.

Knox also have premises in the Northern Irish port of Killybegs, where it is represented by Jack Hollinace, formerly skipper of the local boat *Star of Fith*. Already a large number of Gourrock nets have been sold in Ireland.

Gourrock has been well known for its white fish trawls and seine nets for many years. In 1958 the firm designed a wing trawl specially for use as a seine net, and its deep wings gave it a much higher opening than the traditional seine nets then in use.

It proved an immediate success and is still in wide use by seine net vessels of all horsepower.

Of relatively light construction, it is known as keen fishing nets which keeps its shape well in the water.

One of the larger and more powerful boats using a Gourrock net is the 87ft. steel vessel *Sparkling Star* of Peterhead. She was built last year by the Dutch yard of K. Hakvoort for Skipper John Buchanan and has a Mirrelec Hincstone engine of 750 hp.

In recent years Knox has

also invested in new twine and net making machinery and built-up a healthy export trade. The firm is also sole UK manufacturer of the monofilament netting used for salmon drift nets. Monofilament cod nets are also being made for fishermen in Killybegs.

These nets are set on the bottom and left to fish overnight, being used by small boats which formerly worked long lines. Another new venture is supplying wreck nets to the Irish Sea Fisheries Board.

A type of tangle net set among wrecks, etc., to catch cod, they are of multifilament polypropylene and the method used is similar to that employed by the Dares.

Knox has also supplied panels of netting for the purse seines being used by the two new Scottish-registered vessels, *Gallie May* and *Gallie Rose*, owned by Gallie Shipping of London.

With Ayrshire skippers, these 98-footers have just finished fishing for mackerel from Cornwall using sprat purse seines which have smaller meshes than herring purse seines. The two boats also have mid-water trawls of Boris manufacture.

The management team of W. and J. Knox Ltd. is headed by managing director, Bill McMillan, who has been with the company for about 20 years.

Marketing director, Alastair Taylor, has been with the company for about 21 years and Hugh A. Ford is sales manager.

Archie Taylor, one of the company's UK sales representatives, has held the position for some 25 years.

The chairman of the company is Bryce Muir Knox, who carries the business into the sixth generation of the Knox family.

PETERHEAD a monthly report

WITH SUCH a huge fleet of boats now being based at Peterhead the harbour is very congested at weekends.

During March the majority of locally-owned boats which had been working away — at the herring and sprat fishing — came home for overhaul or to switch to other methods of working.

Several vessels, including the big steel boats *Summer Dawn*, *Brighter Dawn*, *Starlight* and *Constant Friend*, are trawling for shrimp on the Fladen grounds and have made an encouraging start.

On average they have been catching 250 boxes each a week, but *Starlight* (Skipper Alex Baird) made one excellent landing of 405 boxes after a four-day trip.

Misfortune hit Skipper Bruce Thain and *Constant Friend*, however, when two nets worth £2,000 each were lost. They caught on an obstruction on the sea bed.

Another large boat which has been landing shrimp at Peterhead is the 88ft. steel purse-trawler *Flowing Tide*, owned by Skipper John West of Gardinastown.

In all, 1,080 cwt. of shrimp valued at £24,123 was landed at the port in March. This includes a small amount landed by a Danish vessel.

Starlight, *Constant Friend* and *Brighter Dawn* — together with the Peterhead boats *Unity*, *Morning Dawn* and *Venacious* — had been working in a partnership of six at the sprat trawling off north east England and they all came home in March.

The crew of *Morning Dawn* told *Fishing News* that it had been a good season and they landed catches in North Shields.

They had fished as far south as Hartlepool and, although the bulk of catches had been sold for fish meal, they thought that more had gone for freshening this year than usual.

Catches for fish meal had sold at £3 a ton and those for human consumption, £7. Sprats were plentiful and these larger vessels were able to bring in 100 tons at a time. Merch was the well known

fishing as they had used up their quotas.

Morning Dawn, *Unity* and *Venacious* have now switched to seine netting.

Quite a number of other Peterhead boats were at the spratting, one or two working single-boat trawls and the others fishing in pair-trawling partnerships.

Of those boats which came home from the Minch herring fishing, several are laid-up for repair and overhaul, including the partnership of three trawlers *Accord*, *Starcrest* and *Faithful II*.

The three purse seiners *Vigilant*, *Lionel Bow* and *Polkway* have tried pursuing a great deal of success, having landed a certain amount of mackerel and cod.

Of the group which worked together as the Big Five, *Sparkling Star* and *Fairweather* are pair trawling for white fish. *Shemora* is taking part in the Highlands and Islands Development Board's blue whiting experiment off the west coast. *Juniper IV* is trawling for white fish and *Uglenle II* is advertised for sale.

The only wooden boat in the group, the 78ft. *Uglenle II*, was built at the local yard of Richard Irvin in 1908.

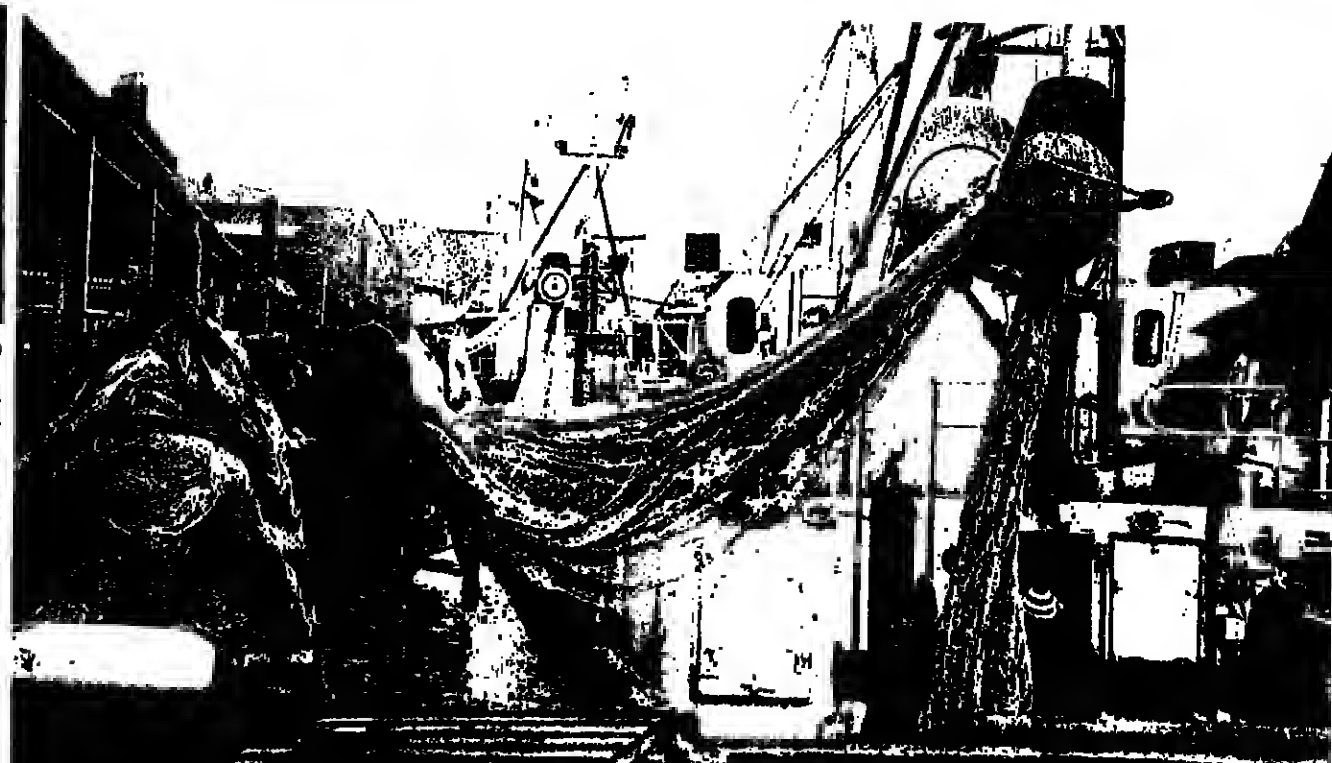
Skipper Arthur Buchan had ordered a new 86ft. steel vessel, but pulled out of the venture when the builders went bankrupt in 1973.

The majority of local and stranger boats landing white fish at Peterhead are working seine nets. However, there does seem to be a move among some larger and more powerful boats towards trawling.

One fisherman told *Fishing News* that some of these were unable to tow seine net gear effectively.

White fish landings were down on January and February, but had weather had held things up. During March, 59,087 cwt. was put ashore which sold for £762,231.

Highest earning seiner during the first three months of the year has been the Hopeman vessel *Keatrel*. She landed catches worth £64,000. An unusual visitor during March was the well known



Above: a sprat trawl being unloaded from *Morning Dawn* following her return from the north-east coast fishing. She has now switched to seine netting. Below: *Accord* swelling a repoint at Peterhead after coming home from the west coast herring season.



78ft. Aberdeen-based great line boat *Andiation*, one of the largest wooden vessels in Scotland. She landed a catch of 312 cwt. at Peterhead after running aground on rocks just to the north of the town. She has been on the slipway to have a new keel fitted — a very big job.

Built at Anstruther in 1957, *Andiation* has constantly been one of the highest-earning vessels of her type. She was taken over by Skipper Robert Patrick a year or so ago following the retirement of her original skipper, Alec Gardner of Anstruther.

At the end of the month ship painter, Alec Stephen, died suddenly. He was well known among the many local and visiting fishermen who

brought boats to the Peterhead slipway for a repoint. Mr. Stephen, who was in his 40s, collapsed and died after being at work on the shipyard all day. Gloria Wilson

50 years ago

... Recalling some of the stories which appeared in our columns this week 50 years ago.

APRIL 17, 1926
THREE Humber skippers find a total of £1,500 for offences inside Iceland's fishing limit.

"APPALLING" poverty among islanders of Inishodhlin and Inisherk, off Connemara. Fishing boats return empty day after day and some inhabitants "in a starving condition".

SKIPPER of Milford Haven smack *Volletta* dies after the main boom falls on him while the boat is in Brixham harbour.

SIR Harry Leuder catches six trout in Loch of Skona while on holiday. GELMAN invents a method of raising sunken vessels by refrigeration. Holes are blocked up by ice.



Constant Friend and Starlight — two of the large steel boats now trawling for shrimps from Peterhead.

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New-class steel 36-footer

A 36ft. long steel fishing boat being built on spec near Truro, Cornwall, could be the forerunner of a new class of standard boat.

The design is for a boat with a waterline length of 34 ft., breadth of 13 ft. 6 in., and maximum draft, 6 ft. So far the keel has been laid and the frames are being built. The hull will be ready for welding in about two weeks.

Poldice Marine of Devon, near Truro, is building the craft after delivering a number of steel tugs during the past three years. It also built a 58 ft. motor cruiser.

Brothers Bert and John Clay formed the company after working in the shipbuilding industry: one was a manager and the other a foreman.

The firm previously built a 35 ft. steel boat to a Robert Tucker design and this craft, *Kingfisher II*, has been fishing from Cornwall.

Bert Clay told *Fishing News* that, with the DoT now having to survey fishing vessels, same fishermen will be prompted to buy new boats instead of soldiering on with craft which may need expensive repairs and alterations.

The firm is planning to offer a strongly built boat at a price both wood and GRP builders will not be able to match. Also, individual re-

height, etc., can be catered for.

The boat has been designed by Gary Mitchell of Portmellon, near Mevagissey, who has had an outstanding success with the Cygnus Marine range of GRP craft. Also, a number of wooden 60 ft. crabbers have been built to his design.

The prototype will have a forward wheelhouse, fuel tanks amidships, with the engine forward of midships. The accommodation is forward and the fish hold aft. The working deck will be flush.

This boat will be built with frames spaced every 15 in. and the White Fish Authority

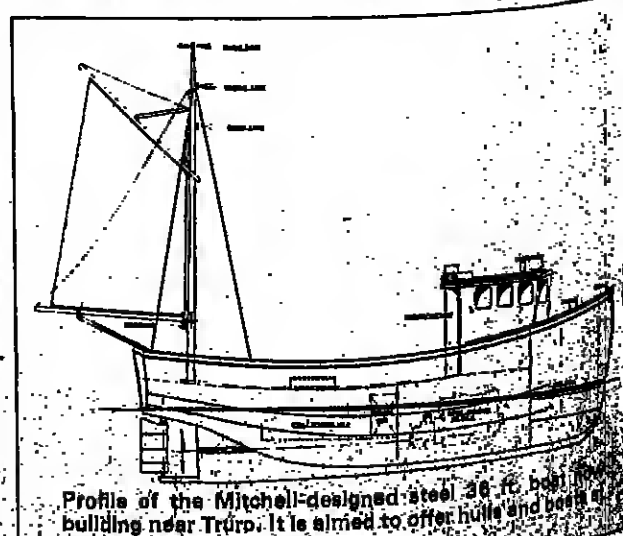
will be invited to inspect the prototype during construction, said Bert Clay.

The firm hopes to sell the prototype before she is completed, although Poldice is prepared to send her fishing under an established skipper so that potential customers will be able to see her in operation.

Some eight or nine craft could be built a year and either hulls or completed boats would be available.

Designer Mitchell told *Fishing News* that the craft is based on the wooden boats he has designed. The steel boat will, however, have a slightly heavier displacement than the GRP boats — being some 18½ to 19 tons.

The vessel is designed as a full bodied boat with a high load carrying capacity — an ideal stern trawler, he said.



Profile of the Mitchell-designed steel 36 ft. boat building near Truro. It is aimed to offer hulls and boats to competitive prices.

KNOX
of Kilbirnie

have purchased the net making interests of the Port Glasgow factory of

GOUROCK
ROPEWORK CO.

thereby merging two of the oldest registered companies in Scotland. Knox was founded in 1778 while Gourrock dates back to 1736. This latest move puts Knox among the leading net makers in the U.K. The Boris Net Co. Ltd., of Fleetwood and Strichen, already has a long association with Knox.

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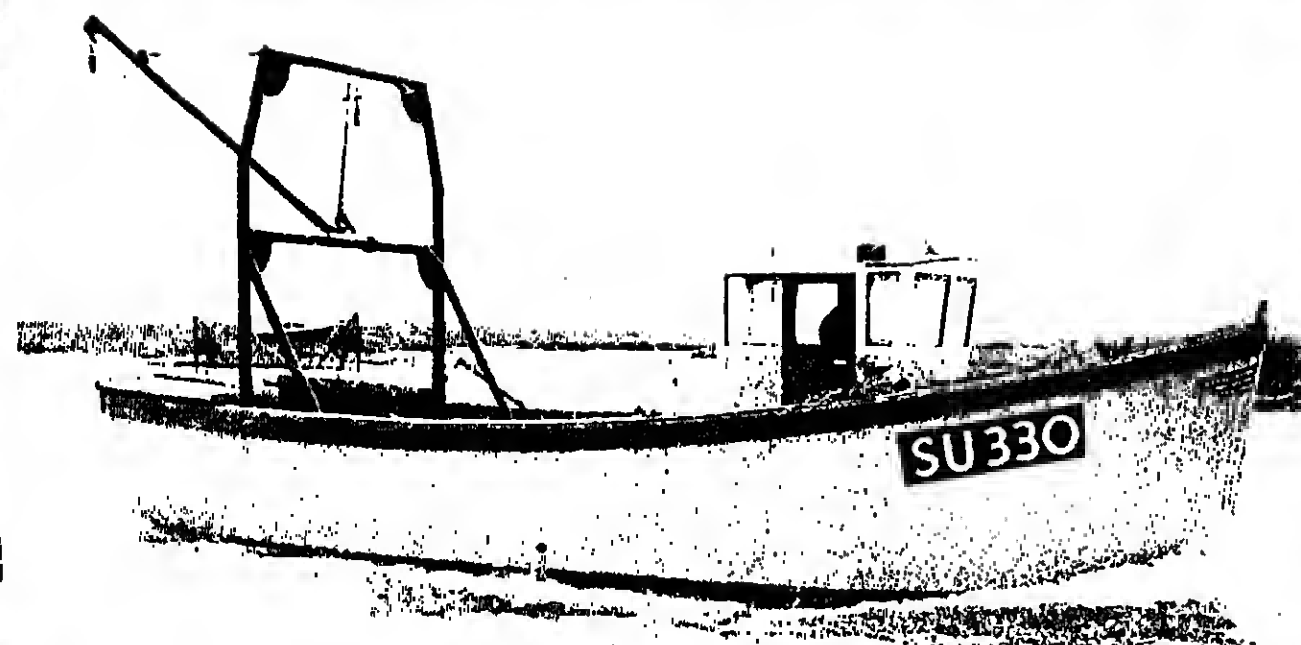
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Above: Jim Wreyford works the locally-made hydraulic capstan while partner in the West Solent yard, brother Ken, enjoys a meal break between the hard work. Below: oysters on the table being readied for shooting into plastic sacks held open by an empty five-gallon drum. Right: *We Like It*, based on the Cygnus Marine GM 32 GRP hull moulded near Falmouth, Cornwall, is owned by the builders.

'WE LIKE IT' -oyster fishing with a new GRP 32-footer



WEST Solent Boat-builders of Keyhaven, Hampshire, recently invited *Fishing News* out for a day's oyster dredging aboard its latest boat *We Like It* (SU 330).

She is based on a glassfibre Cygnus Marine GM 32 hull moulded in Cornwall which was fitted out in the remarkable short time of eight weeks.

The Wreyford brothers, owners of the yard, intended her for their own use so they worked long hours to get the job done by early March — in time for the start of oyster dredging in Stenswood Bay.

On Thursday, March 4, she was launched. Ann Hunt, the yard's secretary performed the ceremony and she even worked on fitting out of the boat, whenever paperwork allowed.

On Saturday, March 6, the boat was given a trial run. Dredges were made at the yard on the following day and, on the Monday, the boat started work. She returned to Lymington with one-ton of oysters.

Trimming

The local co-op, Stenswood Bay Oystermen Ltd., has a Severel Order to protect the grounds from possible overfishing. There are now 40 boats in the co-op, all of which would be working the same area, so there is little room to manoeuvre on the grounds.

During this week members were working three 10-hour days on Monday, Wednesday and Friday, Tuesday and Thursday are for the shore work, for the oysters are not trimmed-up with a caulking before bagging as they would

be on an Essex boat. This is done ashore.

It was still dark when we sailed from Lymington. There was very little wind, but it was expected to increase later (and did).

We Like It measures 32 ft. x 12 ft. x 4 ft., but looks much bigger on deck because of the forward wheelhouse. Like earlier boats from the West Solent yard, she has a laid deck. The Wreyford brothers consider this to be an economy, as a plywood deck would not stand up to the wear from dredges.

Immediately abaft the wheelhouse is a small engine room access hatch, with a low coaming and a steel cover. A removable section of deck, laid and caulked like the rest, allows the engine to be removed. With all this unobstructed space, the boat can also be used for potting.

The raised foredeck is also laid. There is no rail surrounding it, although it would be desirable.

On the starboard side is a half-ton hydraulic capstan, made locally with dredging in mind. It can be run for long periods at high speeds, being driven off the engine via a 12-gallon per minute pump.

This capstan can be operated by the helmsman, and was initially, but later in the day, the two jobs were done by two men. The way it is used is as follows:

Abaft of it, on the rail, are fastened two Tufnol blocks, and through them run the two dredge warps of synthetic rope. The crew then run through a block to either side of the stern gantry, where there is a short derrick for each dredge.

When the dredges are at the rope ran out until it reached a knot made at a calculated

spot, which purposely jams in the block. To haul it, the rest of the rope is passed round the capstan.

The operator has to be very careful as the knot goes round the drum, but the arrangement works. However, the man at the winch has to be on his toes all the time, with the speed at which the two dredges are operated. Anyone new or slow at the job could soon get into a nice mess.

Heavy

The two dredges have 4 ft. blades (the maximum allowed). These are of heavy construction and are fairly conventional in shape. When one is hauled it is lifted level with the cutting table (one on each quarter) and one of the team leans over and grabs two heights of rope on it and hauls it inboard. It is landed on the table, lifted and shaken to shoot the contents out.

I thought the Essexman's spill-dredge I had used on an earlier trip in the area is definitely less work for the crew, especially over a long period. With the spill-dredge, it is hauled in and held above the table, a catch is pulled down and the contents fall on to the table. Then the catch is pushed back and the dredge is ready to shoot again. The work of emptying the dredge is done by gravity.

With two at each table the work went at lightning speed, a dredge cleared each side approximately every four minutes. If a team cleared their table first, they went across and helped the others until their own dredge came up again.

Oysters were shot into a plastic sack kept upright by being put inside an empty

five-gallon drum and the top turned over it. When full — to allow it to be tied — the bag was replaced by another. By the end of the day we had filled 35.

There was the usual rubbish — slipper limpets, oyster shells, whelks, weed and some starfish — which had to be sorted through and pushed overboard. The crew wore rubber gloves to sweep the debris over, but bare the coat must 'shed' or 'shed' would save several movements of the arms.

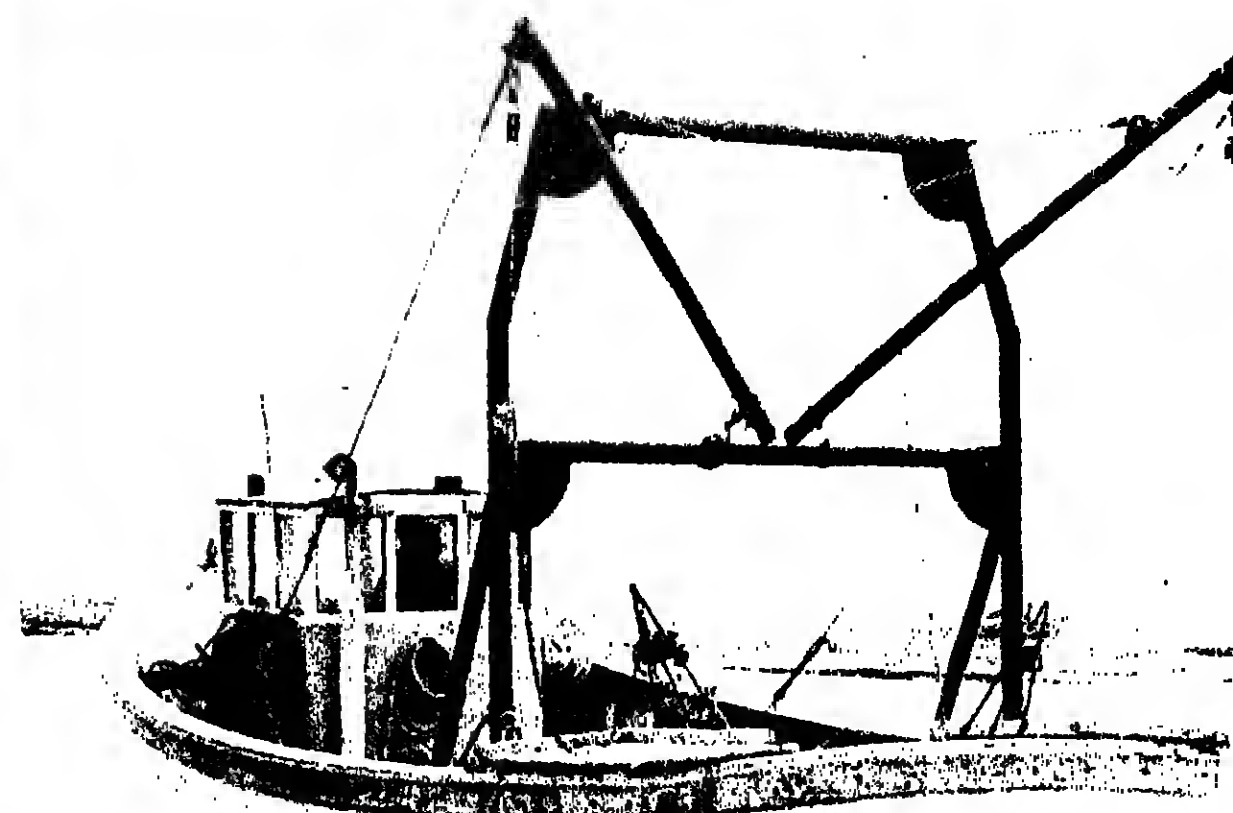
There were five in the crew. Work was continuous, the day being broken by the occasional cup of tea and sandwich. On the way back to Lymington we had a cooked meal.

When not culling oysters, I had a good look around. Like earlier boats by West Solent Boatbuilders, the bulwarks have a good capping of teak, a Malaysian hardwood, extending well down the side. The top is protected by half round coping iron.

The wheelhouse is also of wood with a sliding one on the starboard side.

Dodge

Another entrance would be useful, since it was difficult to get in and out with the winchman standing at the capstan. With the dredge continuously operating, it was a job to pick the right moment to dodge round the



Above: *We Like It* is fitted with a substantial stern gantry. Below: one of the dredges being landed on the table while oystering in the Solent.

get the boat ready in time. The steering is 'Teleflex'.

The engine is a Lister of 50 bhp, model HRW4 MGR, driving a 30 in x 19 in propeller through a 3:1 reduction. It is economical, burning about 2 1/2 gallons of fuel an hour, and will give *We Like It* a speed of about eight knots without over-revving. The fuel tank holds 120 gallons and there is a six-gallon hydraulic oil tank. The engine is mounted on 12 ft. long fir bearers, 5 in. x 12 in., glassed-over. These are keyed into the four 18mm. merine ply bulkheads.

Glassfibre boats tend to be noisy, but sound and vibration have been greatly reduced by the addition of frames at 18 in. centres inside the hull, made up over foam 4 in. x 4 in. in. and with 8 oz. glassfibre laid-up over them. So, it is possible to talk in normal tones inside the wheelhouse.

In the engine room is a Jabsco 1 in. clutch pump for deck-weep and bilge pump, also for the Bowman unit which cools the capstan's hydraulic oil. The stern gear is lubricated with water fed through a cutless bearing on either end of the shaft, the water being drawn from the engine outlet (a feature of previous craft from this yard). This reduces maintenance — it is only necessary to tighten the graphite gland packing once a week and this is particularly valuable when trawling in shallow, sandy water.

This type of boat is now in production at West Solent Boatbuilders' yard and costs (at present) about £12,000 complete. I was very impressed with the boat as she did a hard job well.

The weather was good, so I was unable to judge her behaviour under adverse conditions, but Gary Mitchell, a local fisherman, said she was a job to pick the right moment to dodge round the

stern. The wheelhouse is also of wood with a sliding one on the starboard side.

Another entrance would be useful, since it was difficult to get in and out with the winchman standing at the capstan. With the dredge continuously operating, it was a job to pick the right moment to dodge round the

ORMER DIVING BAN 'A MUST'

IN A REPORT on the Guernsey ormar or abalone, the Guernsey Shoregatherers Association (a body of dedicated conservationists) warns that the pathetic shoreline harvests of the last few years before the three-year ban on gathering was imposed in 1973 points to overfishing by diving.

Facts gathered over a 60-year period show that the normal annual harvest of ormars was about 900,000. Catches along the shore by part-time and professional fishermen went as high as 20 dozen per man on each permitted tide. But others were only catching from two to five dozen.

The ormar has been researched ormar catches around the island since 1900. While fluctuations in catches have occurred — especially during the German occupation when there was no control over ormar beaches — the conclusion is that by 1964, when diving really got under way, catches on shore halved.

Catches continued to decline and by 1973, when the total ban was imposed, they were virtually nil.

Pointing a finger at the island's Sea Fisheries Committee, the report says: "The authorities must resist reducing our ormar stocks still further. They must not yield to the temptation of allowing even licenced diving for ormars."

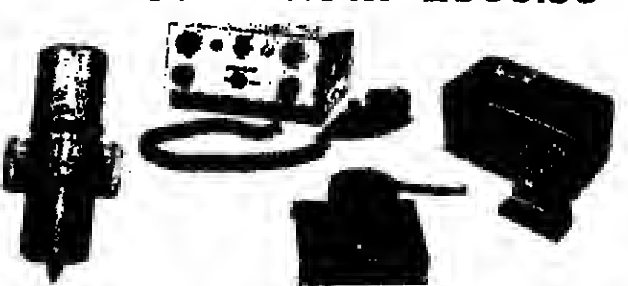
The shoregatherers' report will be studied by the SFC which will soon be drawing up a policy document on the future of ormaring when the ban is due to end in December this year.

The SFC has carried out its own investigation with the help of the Marine Biological Association, whose marine biologists carry out regular surveys around the island.

However, it is clear that the SFC would like to see an end to all forms of diving for ormars. The association believes that if only those ormar measuring 8cm and over are taken on the shore to just beyond ELWS, there would never be a scarcity.

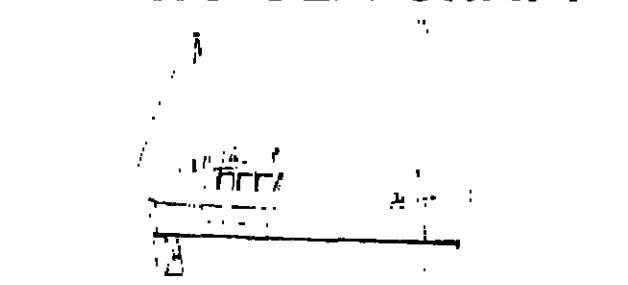
Unlike the SFC investigators, the shoregatherers believe that the littoral zone is re-stocked by ormars from outlying reefs where diving has been permitted in the past.

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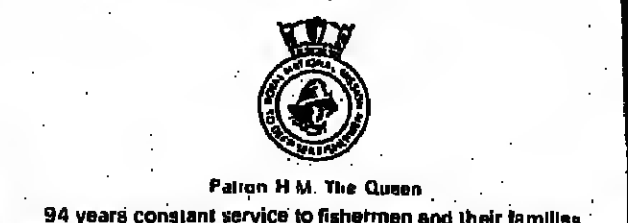
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Catches and Prices

GRIMSBY

Selmers
 £6,153: *Tanana*, Sleight, (Sk. A. Lundel), 244 kits, NS, 15 days.
 £5,485: *Alatna*, Sleight, (Sk. J. Abbott), 235 kits, NS, 15 days.
 £4,685: *Macandi*, Sleight, (Sk. L. Højberg), 182 kits, NS, 17 days.
 £4,609: *Veralla*, Allard Hewson, (Sk. E. Olesen), 187 kits, NS, 19 days.
 £4,226: *Linda Lise*, Richardaon, (Sk. C. Olesen), 164 kits, NS, 17 days.
 £4,069: *Viscaria*, Allard Hewson, (Sk. C. Jorgensen), 140 kits, NS, 19 days.

Pair Teams

£13,122: *Margrethe Bojen*, (Sk. Jens Bojen), 616 kits, and £11,611: *Frances Bojen*, (Sk. J. Richardson), 533 kits, both Sleight, NS, 10 days.
 £7,911: *Golden Venture*, (Sk. P. Pulfrey), 339 kits, and £5,620: *Skanderborg*, (Sk. P. Scott), 243 kits, both Sleight, NS, 12 days.
 £6,069: *Grenao Star*, (Sk. B. Host), 243 kits, and £5,451: *Grenao Pearl*, (Sk. M. Potterton), 213 kits, both Sleight, NS, 11 days.

HULL

£52,136: *Hammond Innes*, Newington (Sk. W. Brettell), 2,419 kits, NC, 21 days.
 £35,784: *Westella*, Marr (Sk. R. Warren), 1,666 kits, I, 21 days.
 £33,929: *Kingston Amber*, BUT (Sk. A. Cubbison), 1,684 kits, NC, 22 days.
 £30,075: *Ross Canaveral*, BUT (Sk. M. Redfern), 1,466 kits, NC, 20 days.
 £28,013: *Kingston Beryl*, BUT (Sk. C. Andrews), 1,156 kits, I, 21 days.
 £24,697: *Ross Altair*, BUT (Sk. D. Patterson), 1,161 kits, I, 27 days.
 £12,861: *Joseph Conrad*, Newington (Sk. J. Cannon), 515 kits, I, 20 days.

FLEETWOOD, Iceland

£20,744: *Robert Hewett*, Hewett, (Sk. H. Pook), 907 kits, 22 days.
 £17,638: *Boston Crusader*, Boston, (Sk. W. Harrison), 875 kits, 21 days.
 £14,359: *Marella*, Marr, (Sk. A. W. Barkworth), 779 kits, 21 days.
 £13,002: *Wyre Gleaner*, Wyre, (Sk. W. Spearpoint), 703 kits, 17 days.

Homa water

£10,599: *David Wilson*, Hazael (Sk. J. H. Banks), 383 kits, 13 days.
 £3,931: *Boston Sea Hawk*, Bloomfield, 174 kits, 9 days.
 £3,092: *Marie Jacob*, Boston, 124 kits, 14 days.

Neer water

£3,826: *Replenish*, Ward, 149 kits, 13 days.
 £2,545: *Resolute*, Ward, 108 kits, 15 days.
 £2,461: *Southards*, Ward, 99 kits, 15 days.
 £2,059: *Deevale*, Bird, 81 kits, 16 days.
 £1,712: *Craigmillar*, Ward, 78 kits, 15 days.
 £1,140: *Forrads*, Ward, 48 kits, 7 days.

ABERDEEN

£22,077: *Ben Lui*, Irvin, (Sk. T. Nelson), 1,160 kits, NS, 18 days.
 £17,266: *Grampian Monarch*, North Star, (Sk. R. Catto), 778 kits, F, 18 days.
 £14,853: *Glen Carron*, Marr, (Sk. J. Chisholm), 288 kits, F, 15 days.
 £10,887: *Ross Mallard*, BUT, (Sk. J. Barclay), 688 kits, S, 10 days.
 £10,537: *Ross Cormorant*, BUT, (Sk. W. Gardner), 589 kits, S, 15 days.
 £9,955: *Ross Curlew*, BUT, (Sk. R. Summers), 629 kits, S, 11 days.

LOWESTOFT

£10,000: *Suffolk Harvester*, Hobson, (Sk. R. Reynolds), 321 kits, NS, 12 days.
 £8,972: *Bolby Queen*, Talisman, (Sk. C. Craig), 357 kits, NS, 12 days.
 £8,657: *Coral Banks*, Hobson, (Sk. D. Athorn), 317 kits, NS, 13 days.
 £8,430: *St. Philip*, East Coast, (Sk. J. Peck), 304 kits, NS, 12 days.
 £7,755: *Suffolk Endeavour*, Hobson, (Sk. J. Soanes), 263 kits, NS, 18 days.

£7,749: *Boston Sea Sprite*, Boston, (Sk. M. Raven), 286 kits, NS, 14 days.

GRANTON

£5,584: *Arctic Crusader*, Liston, (Sk. M. Anderson), 539 cwt, NS, 13 days.

NORTH SHIELDS

£13,984: *Ben Strorne*, Irvin (Sk. E. Longhorn), 43,908 kilos, NS, 18 days.
 £7,199: *Christine Nielsen*, Irvin, (Sk. C. Ellis), 19,520 kilos, NS.
 £5,174: *Ben Vurie*, Irvin, (Sk. R. Shearer), 15,616 kilos, NS, 14 days.
 £5,135: *Conmorran*, Irvin, (Sk. N. Norse), 14,755 kilos, NS.
 £4,086: *Lindisfarne*, Irvin, (Sk. J. Bailey), 19,520 kilos, NS.
 £3,107: *Conduan*, Irvin, (Sk. A. Morse), 9,605 kilos, NS.
 £2,070: *Ina McBain*, Associated, (Sk. T. Bailey), 5,367 kilos, NS, 3 days.
 £1,919: *Emulate*, Associated, (Sk. A. Wyse), 4,965 kilos, NS, 4 days.
 £1,000: *Margaret Clark*, Associated (Sk. D. Clark), 542 kilos, NS, 4 days.
 £990: *Seglem*, Associated, (Sk. A. C. Hunter), 644 kilos, NS, 4 days.
 £820: *Prince Igor*, Associated (Sk. R. Casson), 1,160 kilos NS, 4 days.

MILFORD HAVEN, Irish Sea

£3,292: *Georgina Wilson*, Jones, (Sk. T. Smith), 130 kits, 13 days.
 £3,096: *Bryher*, Norrard, (Sk. A. James), 138 kits, 13 days.
 £2,800: *Westerdale*, Norrard, (Sk. F. Reynolds), 95 kits, 14 days.
 £1,503: *Arthur Harvey*, Kerr, (Sk. J. Donovan), 32 kits, 5 days.
 £1,302: *Brenda Wilson*, Jones, (Sk. R. Evans), 36 kits, 6 days.

HUMBER VESSELS DUE

GRIMSBY
 Expected during the week from Iceland: *Barnsley*, Boston; *Camford*, *Ben Keir*, *Corlie*, *Prince Philip*, *Ros Kookin*, *Ros Kipling*, *Ros Kelly*, *Ros Rodvay*, *Vianova*; from Norway: *Canis*, *William Wilberforce*; from Faroe and Western, *Ermo*, *Hunda*, *Okina*, *Rhodesia*, *Ross*.

HULL
 Expected during the week from Iceland and White Sea: *Archie Corsair*, *Lord St. Vincent*, *Ross Sirius*, *Ross Trafalgar* and *Somerset Moughon*.

PORT MARKETS

MONDAY, APRIL 12

GRIMSBY
 A good supply of 7371 kits from 19 ships met a good demand. Prices: shell cod, £2.20/£2.20; lemon sole, £4.50/£5.00; codling, £1.80/£2.40; shell haddock, £2.50; small, £1.50/£2.20; large, £2.50; medium, £2.50; best small, £2.80; rockfish, £1.80/£2.20; skinned dogfish, £5.40; codfish, £1.20/£1.80; red fish, £1.20/£1.80 per stone.

HULL
 About 5,272 kits from three distant water vessels. Prices ranges per 10 stone kit, heads on: shell cod, £1.70/£2.20; shell codling, £1.65/£2.45; shell haddock, £2.10/£2.30; coley, £1.10/£1.60; bergylts, £8.75/£14.45. No distant water plaice, halibut, bulk codfish or haddock.

FLEETWOOD
 Prices: English shell cod, £2.50/£2.60; bulk, £2.00/£2.20; sprags, £2.10/£2.20; plaice, £1.70/£2.20; haddock, medium, £2.50/£2.60; small, £1.70/£1.80; lemon sole, £2.50; roke, £8.00/£10.00; coley, £1.10/£1.60; dogfish, £1.80.

monkfish, £20/£23.60; roke, £14/£34; whiting, £7/£18; roe, £10/£14 per 10st kit; turbot, £12.80; brill, £4.50/£6.50 per stone; Icelandic shell cod, £2.50/£2.60; bulk, £1.90/£2.20; sprags, £1.60/£2.45; dabs, £1.60/£1.80; ling, £1.40/£1.60; large haddock, £2.50/£3.00; medium, £2.20/£3.00; small, £2.40; red fish, £1.50/£1.80; coley, £2.80; rockfish, £1.80/£2.20; skinned dogfish, £2.50; roe, £27.50 per 10st kit; halibut, £6.80/£9.40 per stone.

LOWESTOFT
 Prices: large cod, £20/£25; large plaice, £20/£22; medium, £2.4/£2.5; small, £2.2/£2.5; codling, £20/£22; large haddock, £32; small, £20/£25; large turbot, £135/£165; small, £65/£97; whiting, £10/£18; lemon sole, £11.95/£16.75; bergylts, £8.75/£14.45. No distant water plaice, halibut, bulk codfish or haddock.

NORTH SHIELDS
 Prices: cod, £18/£20; sprags, £1.6/£1.8; medium codling, £1.6/£1.8; selected small, £1.6/£1.8; small, £1.6/£1.8.

MILFORD HAVEN
 Prices: cod, £15/£22.50; large plaice, £18.40/£25; Dover sole, £8.50/£12.50; squid, £18; monkfish, £20; hake, £16.50/£19 per 8st kit.

BRINHAM
 Prices: cod, £2.45; large plaice, £2.50; small plaice, £2.25; haddock, £2.45; monkfish, £2.45; dogfish, £2.45; lemon sole, £5 per 1st kit; crab, £5 per 4st kit; prawns, £5.50 per stone; lobster, £2.50 per lb.

NEWLYN
 Prices: cod, £2.30/£2.50; plaice, small, £2.30; turbot, £1.20; whiting, £1.40; lemon sole, £1.20.

BILLINGSGATE

ON TUESDAY, average selling price on merchants' stalls were: English and Scotch salmon, £1.50/£2.40; Irish, £1.20/£2.20; salmon trout, £1.10/£1.50; sole, £1.10/£1.50; plaice, £1.10/£1.50; haddock, £1.10/£1.50; cod, £1.10/£1.50; medium, 60p/£1.40; large, £1.10/£1.40; eels, 80p/90p; foreign smoked salmon, £1.80; per lb. large turbot, £10.10/£17.50; medium, £8.80/£12.50; small, £5.50/£8.50; large ling, £7/£8.40; medium, £5.20/£6.30; small, £2.80/£4.50; Danish plaice, 1lb. — 1lb, £5.20; 1lb. — 2lb, £5.50; large and medium halibut, £12.90/£19.60; small, £8.40/£9.80; selected lemon sole, £2.50/£3; large whiting, £2.50/£3; small, £1.60/£1.75; headless house water, £4.20/£4.30; fillets, shell cod, £5.40/£6.80; hulk, £4.70/£6.50; Iceland, £5.50/£6.60; conchfish, £2.19/£6.20; haddock, home water kit and chaps, £1.10/£2.20; githors, £1.20/£4.50; jumbos, £1.40/£1.60; selected whiting, £1.10/£2.10; small, £1.00/£1.80; small English dogfish, £4.50/£5.50; large, £5.35/£6.80.

DOVER
 Prices: cod, £2.45; large plaice, £2.50; small plaice, £2.25; haddock, £2.45; monkfish, £2.45; dogfish, £2.45; lemon sole, £5 per 1st kit; crab, £5 per 4st kit; prawns, £5.50 per stone; lobster, £2.50 per lb.

QUEEN
 Prices: cod, £2.55; large plaice, £2.55; small plaice, £2.25; haddock, £2.45; monkfish, £2.45; dogfish, £2.45; lemon sole, £5 per 1st kit; crab, £5 per 4st kit; prawns, £5.50 per stone; lobster, £2.50 per lb.

SHIPPING
 Prices: cod, £2.55; large plaice, £2.55; small plaice, £2.25; haddock, £2.45; monkfish, £2.45; dogfish, £2.45; lemon sole, £5 per 1st kit; crab, £5 per 4st kit; prawns, £5.50 per stone; lobster, £2.50 per lb.

SHELLFISH
 Prices: lobster, £1.10/£1.20; sea urchins, £1.10/£1.20; crabs, over 3lb, 25p/40p; under 3lb, 18p/30p; small, unsorted, 8p/10p; Dabs, large prawns (tails), £1.50; per doz, Irish winkles, 20p; per cwt, whelks, £3.50 per bushel; English mussels, £2.75; per bag, bay shrimp, 50p/£1.20; fish, £1.20/£1.40; English cockles, £1.40, per gallon.

FROZEN FISH
 Pacific and Japanese salmon, 100p; Japanese halibut, 8p; sea trout, 10p/£2.50; snappers, 28p; tuna salmon, 45p; grey fish, 10p; haddock, 60p/£1.40; 40p per lb. fillets, plaice, £1.50; cod, £5.50; haddock, £5.50; squid, £1.30; per stone.

March 12, 1978

April 16, 1978

April 16, 1978

FISHING NEWS

'Net' banned before it was invented!

SIX Campbeltown skippers accused of using an otter trawl illegally in Lamlash Bay last August were admonished when they appeared in Kilmarnock Sheriff Court earlier this month.

James McDonald (Senior) of Crimmon Arrow pleaded not guilty.

Evidence was given by Leslie Dixon, a Glasgow businessman and a member of the Sea Anglers' Association, that he had seen a number of boats trawling.

He had seen them lifting something aboard: "stones, fish or shells, because these boats take everything". He reported them to the procurator fiscal at Kilmarnock and the fisher officer (Campbeltown).

Brian Knight, fishery officer at Campbeltown, visited the pier where Crimmon Arrow had already arrived and discharged 227 stones of queen scallops. He had about half a stone of flat fish aboard. The boat carried a wet queenie bobbin trawl, with other boards attached, which appeared to have been in use that day.

Mr. Knight stated that the queenie trawl was invented in 1889 and, while it could be called an otter trawl, it is a very different net from the traditional otter trawl which the Act was introduced to ban in 1889.

The queenie industry is important to the Clyde. About 80 per cent of the Scottish catch is taken in the Clyde and this was worth nearly £1 million in 1975. Most of the catch goes to America for dollars.

Skipper McDonald admitted fishing in Lamlash Bay. He would call his net a dredge, but under cross examination admitted it might be called an otter trawl. It was designed for catching shells and not free-swimming fish.

Basil Parriah, director of the Marine Laboratory at Aberdeen and chief scientist for the Department of Agriculture and Fisheries for Scotland, was called as a witness for the defence.

He agreed that queen scallops are to be found mainly in the Clyde and close to the Arran shore, and that his department circulated films showing the beds and methods of fishing.

The Camaron Committee on Scottish inshore fisheries had reported in 1970 that the ban on the use of the otter trawl should be repealed and, further, that commercial fishing should always have priority over the interests of sea anglers.

The reasons for the Act of 1889 had disappeared and the net which the accused had used was clearly designed to catch shellfish and not fish. No harm was threatened to the shellfish stocks which were an important dollar export.

He did not think the fishermen were doing any harm — even if technically their net came within the ban.

In addressing the court, Ian Stewart, a Campbeltown

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particular purpose is a dredge, which to his eyes was if anything more damaging to the sea bed and, apparently, less efficient.

The six boats had caught between them 1,315 stones of queen scallops and less than two stones of fish.

An Act passed in 1889 could not have been directed against a fishery which had only developed since 1888. He asked for an absolute discharge.

Sheriff A. B. Smith said he found the position very difficult. Skipper McDonald had obviously broken the law, but it was a law which a Committee headed by an eminent judge had recommended should be repealed and which he himself felt on the evidence served little useful purposes. On the whole he felt able to advise Skipper McDonald and dismiss the case.

The five other skippers, who subsequently pleaded guilty, were dealt with similarly.

First 'African' fishing show

WHAT IS claimed to be the first "African Fisheries exhibition" is scheduled to take place in Dakar, Senegal, from February 16 to 22 next year.

An all-African Fisheries Congress will be organised by SOFIDAK (Foire Internationale de Dakar) at the same time. Both events will be held in the new exhibition and congress centre near Yoff-Dakar International Airport. The exhibition will be staged in association with the magazine *World Fishing*.

Further enquiries should be addressed to: The African Fisheries Exhibition, *World Fishing*, Riverside House, Hough Street, Woolwich, London SE18 6LR. Tel: 01-855 7001; Telex: 896274 Comex-pub Ltd.

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Double-ender for Shetland

THE SMALL Duncan boatyard at Hamnevoa, Barra Island, Shetland, is now finishing off a 23ft inshore boat for a local owner. The craft has been built in traditional Shetland style (see above), the larch frames and planking all being copper fastened. The boat is a double-ender and will be used by owner, Drew Pottinger, for potting and other inshore fishing methods. The wheelhouse is forward and power comes from a 18 hp air-cooled Lister diesel. With a beam of 7ft 9in, the new boat is slightly beamier than the traditional type. Another noticeable alteration is the fitting of a balanced metal rudder, which necessitates modification of the stern post.

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